

REPORT

CD NO.

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NO. OF PAGES 3

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1. This large industrial enterprise, known as the Bryansk Locomotive works - Bezhitsa, manufactures freight locomotives, refrigerator freight cars, tenders, and heavy trucks. Its numerous installations cover a large area between the eastern edge of the town of Bezhitsa and the confluence of the Bulva and Desna rivers. The grounds of the undertaking are bordered on the north by the Bezhitsa - Bryansk railroad line, which runs parallel to the fence and crosses the Bulva river just above the works. The plant dominates the life of the town by its overwhelming presence.
2. [redacted] the factory is very old, the oldest buildings carrying the construction dates of 1885, 1900, 1905, 1908, 1914, etc. During World War II, a large part of the installations were destroyed. Although the destruction has not been entirely cleared up, the rebuilding activity since 1944 has been feverish. When the first German PWs arrived in 1944, only a part of the large boiler house and one crane functioned in the entire plant. [redacted] in July 1949, approximately sixty cranes were working, and the following objects were under construction:
 - a. a rectangular building in the neighborhood of the large scrap yard located in the northern part of the grounds (purpose unknown [redacted]).
 - b. a large building complex, the so-called boiler foundry (Kesselschmiede), between the two west entrances to the works.
 - c. Brandenburg Hall in the middle of the eastern sector of the factory yard, which is now used for car construction.
 - d. an iron framed building which is reported to have been built for a lacquer plant.
 - e. a large boiler house, planned as an expansion of the power installations, to make the factory independent of outside power sources.

The fact that the factory yard is to be levelled down to the banks of the Bulva and Desna rivers during the summer of 1949, and that the Bazar area

25 YEAR RE-REVIEW

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in the southwestern part of the works is to become an integral part of the plant yard, indicates [] that a considerable amount of building and expansion is planned.

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3. The chief director of the Bryansk Locomotive Works, a man of Jewish origin who goes by the name of Giza, is assisted by a large staff of co-workers (Mitarbeiter). [] German trained scientists are not employed by the works but that engineers, technicians, and architects, drawn from the ranks of the PWs, are employed in the planning office for the reconstruction of the factory. Periodic commissions, especially those coming from Moscow, appear to accelerate the plant's activity. The members of these commissions are made up of both civilian and military personnel, the majority being in the latter category.

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4. The equipment of this undertaking [] is modern according to Russian standards. Specialists, presumably PW specialists, state that the present equipment corresponds to the mechanical installations of a German plant in the year 1922. However, much has been done to improve the plant since the beginning of the reconstruction. No money has been spared to bring the equipment up to date. Although approximately 80 percent of all new machines are of German origin, many American, Canadian, British, and Czech products have been installed.

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5. The structural foundations of the new installations present a much more difficult problem. According to the consensus of opinion of numerous repatriated PWs, the new buildings constructed for the manufacturing and assembling of locomotives can in no way satisfy the increased future demands. Within a few years the buildings will have to be repaired and the foundations and main walls strengthened.

6. The most important divisions of the locomotive works are:

1. Steel casting (Stahlguss)
2. Pig Iron casting (Grauguss)
3. Miscellaneous casting (Puntguss)
4. Blue print shop
5. Railway car construction (100 m x 60 to 80 m)
6. Locomotive construction (200 m x 200 m)
7. Locomotive assembly (200 m x 60 m)
8. New boiler foundry (120 m x 120 m)
9. Boiler house and power plant
10. Warehouse

7. The production of the works consists primarily of freight locomotives, tenders for coal and oil firing, refrigerator freight cars, and heavy ore trucks for the lead mines. Because of the heavy self-inflicted destruction suffered by the works in WW II, it was impossible to reactivate the plant before January 1947. Between that date and July 1949, 134 two-cylinder (sic) freight locomotives have been produced. A substantial increase in the production of finished locomotives is planned for the future. The new schedule calls for one ready-to-travel locomotive each day. []

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[] should exceed somewhat the number of delivered locomotives, since, aside from the ordinary locomotive tenders, the plant produces combined oil-and coal-firing tenders, a type which is alleged to be produced for the Trans-Siberian railway. The coal tenders are equipped with four axles and automatic conveyors (Schnecken); the locomotives have five (6?) axles and weigh approximately 200 tons. Some locomotive boilers come from Germany. Borsigwerke, Berlin, is reported as one of the delivering firms. Although locomotive frames and boilers are to be manufactured at the works as soon as possible, the frames are still being imported from abroad. The refrigerator cars, based on a German blue print from Dessau, went into production in the spring of 1949. By Summer 1949 forty of them had been produced.

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8. The electricity consumed by the works is partially supplied by the plant's two turbines. Two more turbines are to be installed in 1949. The balance comes from a power plant in Brest (not to be confused with Brest Litovsk), located about 80 to 100 kilometers from Bzhansk in a peat area, from which the

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plant's boilers are heated. Just north of the factory near the railway bridge across the Bulva river the open air transformer station receives current from the Brest high tension line and distributes it to the various parts of the plant. To what extent the plant's own power facilities can be coordinated with this transformer is unknown to source.

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9. The Bryansk Locomotive Works is reported to have employed 35,000 persons before the war. Although this pre-war number has not been equalled [redacted] about 10,000 are again working and [redacted] there is every indication that the number will be increased considerably. Most branches of the plant work three shifts daily; a few, one or two shifts. Except for a very few indispensable specialists, the PWs were removed from the factory compound in April 1949 for security reasons.

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Comments:

* Bazhit'sa (53-19N, 34-19E)

** The proper name of the factory is Krasny Profintern Works.

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